

## REPORT

## CD NO

DATE DISTR

100-207401

**NO. OF ENCLS.**  
(LISTED BELOW)

SUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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RBA No 1.

REA No 2/3.

RBA No 4:

REF No 5/6.

3. For reasons of economy, RBA Eberswalde was to be deactivated in early January 1955 and its missions were to be taken over by RBA Pasewalk. 25X

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a. Volume of Traffic Handled by Locomotives:

Number of km operated                      22,747,000  
 Number of ton/km                            11,455,000,000

b. Fuel Consumed by Locomotives (in tons):

Hard coal                                    242,439  
 Brown coal dust                            13,051  
 Brown coal briquettes                      274,416  
 Raw brown coal                              146,306

Expressed in briquette units,  
 this represented a total  
 consumption of                            702,649 <sup>4</sup>

5. On 4 January 1955, it was learned that henceforth the RBDs mentioned will be assigned the following types of column locomotives which are being kept as reserve equipment:

RBD Magdeburg	Type-50 locomotives
RBD Berlin	Type-52 locomotives
RBD Schwerin	Type-50 locomotives
RBD Halle	Type-52 locomotives
RBD Cottbus	Type-52 locomotives
RBD Greifswald	Type-50 and type-52 locomotives <sup>5</sup>

6. Railroad ferry operations between Sassnitz and Bralleborg proceeded regularly according to schedule in December 1954.

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7. RBA No 5 at Wustermark was deactivated effective 1 January 1955. The closing-up process must be completed by 31 March 1955. Most of the area of RBA No 5 was merged with RBA No 6. The new boundary of RBA No 6 will be Priort (exclusive) to the south and Neugarten and Naun (inclusive) to the west. The railroad station of the former Kreisbahn Naun was transferred to RBD Magdeburg. Brandt (Inu), previously chief of RBA No 5, was offered the position of chief of RBA No 6. <sup>4</sup> It was believed that the deactivation of RBA No 5 was connected with the completion of the rail links between the northern section of the Berlin railroad circuit on the one hand, and the Potsdam - Wustermark, the Staaken - Wustermark, and the Falkensee - Naun railroad lines on the other. <sup>6</sup> After this reorganization, all suburban railroad traffic to the north and west of Berlin is under the control of RBA No 6.
8. On 1 January 1955, the boundaries of RBD Berlin were changed. The new boundaries of RBD Berlin are marked by the railroad stations at Bernau, Oranienburg, Krennen, Naun, Wustermark, Werder, Baetitz, Jueerbog and Koenigswusterhausen. The entire Brandenburg area was transferred to RBD Magdeburg, and the northern area was transferred to RBDs Schwerin

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and Greifswald.<sup>2</sup> Some of the boundaries of the RBAs of RBD Berlin were also affected. RBA No 5 was deactivated and its area was merged with RBA No 6.

1. Comment. In connection with the revision of boundaries of RBDs. which went into effect on 2 January 1955, some railroad subdistrict offices (RBAs) were deactivated.
2. Field Comment. The change of boundaries of the RBAs of RBD Berlin was decreed within the framework of the revision of railroad boundaries.
3. Comment. Compared to October 1954, the locomotive hauls increased slightly.
4. Comment. Coal consumption by locomotives in October 1954 amounted to 671,260 tons of briquette units. The consumption of hard coal decreased slightly during the reported period. 146,521 tons of raw brown coal were consumed in November. On the average, 23,655 tons of briquette units were consumed daily in November, as against 21,653 tons in October 1954.
5. Comment. According to a previous report, 86 type-50 and 267 type-52 column locomotives were kept in reserve after 1 July 1954.
6. Comment. These rail links established connection between the northwestern section of the Berlin Railroad Ring and the main railroad lines passing through Brieselang and Wustermark.

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